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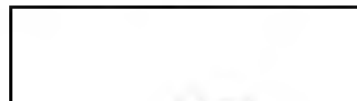


Subject : Static Ejection Seat Test

1. On 16 May a static ejection seat test was made out of the F106 aircraft at El Centro, California. Equipment used included a 95th percentile dummy, seat survival kit, two stage parachute, and C2A ejection seat with recovery parachute. Total weight of the ejected mass was 1100 pounds. At three tenths of a second after leaving the rails, the rocket burned out, and three tenths of a second later, the dummy was forcibly separated from the seat. The apogee of the dummy was approximately 150 feet. Immediately after seat separation, the pilot chute of the main 35 foot parachute canopy deployed and the main parachute started to deploy. Full opening of the main parachute never occurred because material of the main canopy became wedged between the dummy's back and the base of his neck. Even if this had not happened, it is questionable whether the main canopy would have had time to become fully opened.

2. The dummy landed approximately 190 feet in front of the aircraft and the seat was recovered by its 18 foot parachute. Full opening of the main parachute was not anticipated under this zero-zero condition. The test was successful in that all systems functioned as designed and proved the feasibility of using the aircraft for future in-flight ejections.

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